

## REMARKS

This is a preliminary amendment filed **prior to** the first Office Action of Ser. No. 09/928,862. This U.S. application claims priority under 35 U.S.C. 119 based on German Patent Application 100 39 773.8 of August 16, 2000. This amendment is filed to correct some typographical and translation errors.

When the translation of the specification was checked, two paragraphs on pages 19 and 20 contained some omitted wording. Appropriate changes have been made in these paragraphs.

The claims contained a few informalities and translation errors, particularly some omitted wording. Appropriate changes have been made in the claims.

The wording "connected to the fuel tank 2" was deleted from line 6 of claim 1. Although it is not completely incorrect, since the fuel line 10 is connected to the fuel tank via the first fuel pump, it conveys, at first glance, the incorrect impression that the fuel line *might* be *directly* connected to the fuel tank bypassing the first fuel pump. Line 18 of claim 1 omitted the term "at least" from the English translation and the second occurrence of "partially" was incorrect. Appropriate changes were made in line 18 of claim 1.

An incorrect drawing reference number was corrected in claim 3. Some additional changes were made in claims 4 and 5. Translation errors in claims 8 and 12 were corrected.

**APPENDIX SHOWING THE CHANGES MADE TO OBTAIN THE  
REPLACEMENT CLAIMS AND SPECIFICATION PARAGRAPHS ABOVE**

**In the Claims:**

1 1(amended). A fuel supply apparatus for supplying fuel to an internal combustion  
2 engine, said fuel supply apparatus comprising  
3 at least one fuel valve (16) for introducing the fuel into the internal  
4 combustion engine;  
5 a fuel tank (2);  
6 a fuel line (10) [connected to the fuel tank (2)];  
7 a first fuel pump (6) for supplying the fuel from the fuel tank (2) to the fuel  
8 line (10);  
9 a second fuel pump (12) for supplying the fuel from the fuel line (10) via a  
10 pressurized line (14,42,44) to said at least one fuel valve (16) so that the fuel is  
11 introduced into the internal combustion engine at least indirectly;  
12 a fuel return line (22) connecting the fuel line (10) to the fuel tank (2) for  
13 fuel return;  
14 a pressure regulator valve (26) arranged in the fuel return line (22);  
15 a shut off valve (30) arranged in the fuel line (10) so as to be hydraulically  
16 in series with the pressure regulator valve (26); and  
17 a fuel scavenger line (60) [conducts] for conducting the fuel back to the  
18 fuel tank (2) at least partially through the second fuel pump (12) and [partially]  
19 through a hydraulic resistance (61, 62, 66, 70, 72, 76, 84).

1 3(amended). The fuel supply apparatus as defined in claim 1, wherein the  
2 second fuel pump (12) has a pump housing (12g) and the fuel scavenger line  
3 [(6)] (60) extends through said pump housing (12g).

1 4(amended). The fuel supply apparatus as defined in claim 1, wherein the  
2 hydraulic resistance comprises [another] a valve (61, 62, 66, 72) that opens  
3 depending on a pressure.

1 5(amended). The fuel supply apparatus as defined in claim 1, wherein the  
2 hydraulic resistance comprises [an additional] a valve (70, 76, 84) [and said  
3 additional valve has] having a flow-through resistance depending on the fluid flow  
4 flowing therethrough.

1 8(amended). The fuel supply apparatus as defined in claim 1, further comprising  
2 a circulator line (52,52') connecting the pressurized line (14, 42, 44) to the fuel  
3 line (10) via a control valve (50,50') and wherein the scavenger line (60)  
4 branches from the circulator line (52,52').

1 12(amended). The fuel supply apparatus as defined in claim 3, wherein the  
2 second fuel pump (12) has a low pressure side (12n) and the fuel scavenger line  
3 (60) [is connected] branches from the pump housing (12g) at a highest position  
4 thereof [to] on said low pressure side (12n) of the second fuel pump [fuel  
5 scavenger line (60) and branches from the pump housing (12g)].

**In the Specification:**

Page 19, lines 11 to 15, please make the following changes to obtain the replacement paragraph:

When a comparatively large amount of fuel is pumped into the circulator line 52 at higher rotation speeds of the internal combustion engine 32, a back up pressure develops [at] before the throttle 74 and when this backup pressure is [sufficiently] large enough to [exceed] overcome the pre-tensioned overflow valve 72, at least one portion of the fuel [circulated] pumped through the second fuel pump 12 flows back into the fuel tank 2. This is one purpose of the throttle 74.

Page 20, lines 7 to 14, please make the following changes to obtain the replacement paragraph:

The throttle 74 and the check valve 53 are located hydraulically downstream of the branch point 63 in the circulator line 52, from which the scavenger line 60 branches in the embodiment shown in Fig. 8. The throttle 74 and the non-return valve 53 are hydraulically connected in parallel to each other. The check valve 53 is biased with a closing spring. The check valve 53 opens when a sufficiently large pressure difference is present at the throttle 74 for opening of the check valve 53 because of a comparatively large pressurized medium flow. The check valve 53 also limits the pressure drop across the throttle 74.

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Should the Examiner require or consider it advisable that the specification, claims and/or drawing be further amended or corrected in formal respects to put this case in condition for final allowance, then it is requested that such amendments or corrections be carried out by Examiner's Amendment and the case passed to issue. Any costs involved should be charged to the deposit account of the undersigned (No. 19-4675). Alternatively, should the Examiner feel that a personal discussion might be helpful in advancing the case to allowance, he or she is invited to telephone the undersigned at 1-631-549 4700.

In view of the foregoing, favorable allowance is respectfully solicited.

Respectfully submitted,

  
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